

Federal Aviation Administration – [Regulations and Policies](#)  
Aviation Rulemaking Advisory Committee

General Aviation Certification and Operations Issue Area  
IFR Rule Reserve Working Group

**Task 1 – Revise Reserve Requirements**

## **Task Assignment**

**Aviation Rulemaking Advisory Committee; General Aviation Operations Subcommittee; IFR Fuel Reserve Working Group**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of establishment of IFR Fuel Reserve Working Group.

**SUMMARY:** Notice is given of the establishment of an IFR Fuel Reserve Working Group by the General Aviation Operation Subcommittee of the Aviation Rulemaking Advisory Committee. This notice informs the public of the activities of the General Aviation Operations Subcommittee of the Aviation Rulemaking Advisory Committee.

**FOR FURTHER INFORMATION CONTACT:** Mr. Ron Myres, Executive Director, General Aviation Operations Subcommittee, Flight Standards Service (AFS-850), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-8150; FAX: (202) 267-5230.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The General Aviation Operations Subcommittee was established at that meeting to provide advice and recommendations to the FAA regarding the operation of general aviation aircraft and certification of airmen under parts 61, 91, 125, 133, 137, 141, and 143 of the Federal Aviation Regulations. At its first meeting on May 24, 1991 (56 FR 20492, May 3, 1991), the subcommittee established the IFR Fuel Reserve Working Group.

Specifically, the working group's task is the following:

Evaluate the advantages and disadvantages of revising the fuel reserve requirements for flight under instrument flight rules; aircraft, avionics and weather forecasts might be more reliable now than in the past. Carrying excess amounts of fuel in addition to the required to reach an alternate may be unnecessary for certain classes of aircraft on special missions or under controlled conditions. Within 90 days of establishment of the subcommittee, the subcommittee should receive a detailed review of the working group's activities, planned future activities, and the timetable for those activities.

The IFR Fuel Reserve Working Group will be comprised of experts from those organizations having an interest in the task assigned to it. A working group member need not necessarily be a

representative of one of the organizations of the parent General Aviation Operations Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire and describing his or her interest in the task and the expertise he or she would bring to the working group. The request will be reviewed with the subcommittee chair and working group leader, and the individual advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the IFR Fuel Reserve Working Group will be not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on October 7, 1991.

**Ron Myres,**

*Executive Director, General Aviation Operations Subcommittee, Aviation Rulemaking Advisory Committee.*

[FR Doc. 91-24731 Filed 10-11-91; 8:45 am]

BILLING CODE 4910-13-M

## **Recommendation Letter**



1635 Prince Street, Alexandria, Virginia 22314-2818

Telephone: (703) 683-4646

Fax: (703) 683-4745

November 18, 1997

Mr. Joseph A. Hawkins  
Executive Director  
Aviation Rulemaking Advisory Committee  
Office of Rulemaking (ARM-1)  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Re: *Flight plan requirements for helicopter operations under Instrument Flight Rules,  
Proposed NPRM, Draft of October 15, 1997*

Dear Mr. Hawkins:

The Aviation Rulemaking Advisory Committee's General Aviation Operations Issues Group has instructed me to submit the above-referenced document for rulemaking consideration. The Issues Group reached unanimous consensus in support of this proposal.

This proposed draft notice of proposed rulemaking (NPRM) is the culmination of almost six years of work by a working group chaired by Mr. Jim Church of United Technologies Corporation. The successful development of this proposal is largely due to Mr. Church's diligent and tireless work to focus the efforts technical experts and industry representatives on the task of facilitating rotorcraft entry into the Instrument Flight Rules (IFR) system.

The result that we forward to you today will enhance rotorcraft flight safety. As the enclosed draft NPRM notes, "Often, IFR equipped and certified helicopters are safely flown by IFR-rated pilots under visual flight rules in weather that might be characterized as marginal VFR. Although such operations are both safe and legal, in these conditions, the FAA would prefer to make the benefits of IFR operation available to these helicopters, and many helicopter pilots would prefer to have the advantages of IFR operation. . . . This proposal is designed to enhance the safety of helicopter operations over that of VFR operation in marginal weather by facilitating entry of helicopters into the IFR system in a manner commensurate with their operational characteristics."

On behalf of Mr. Church, the members of the working group and the rotorcraft industry, we thank the Federal Aviation Administration (FAA) for this opportunity to cooperate in the rulemaking process, and we urge the FAA to act on this rulemaking proposal as expeditiously as possible.

Sincerely

A handwritten signature in black ink, appearing to read "Glenn Rizner", is written over a horizontal line.

Glenn Rizner  
Assistant Chair, ARAC General Aviation Operations Issues Group  
Vice President, Operations, HAI

## **Acknowledgement Letter**

APR 30 1997

Mr. Glenn Rizner  
Aviation Rulemaking Advisory Committee  
General Aviation Operations Issues Group  
1635 Prince Street  
Alexandria, VA 22314-2818

Dear Mr. Rizner:

This is to acknowledge your April 1, 1996, letter in which you submitted the draft Notice of Proposed Rulemaking (NPRM) on "Flight Plan Requirements for Helicopter Operations Under Instrument Flight Rules" and requested the Federal Aviation Administration to conduct legal and economic analysis.

Copies of the draft proposal have been forwarded to the Office of Aviation Policy and Plans and the Office of Chief Counsel with requests that the economic analysis be completed by July 1, 1997, and the legal review be completed by August 1, 1997 (thirty days after completion of the economic analysis).

Thank you for the time and continued support that the aviation community provides through the Aviation Rulemaking Advisory Committee.

Sincerely,

**Original Signed By**  
**Joseph A. Hawkins**

Joseph A. Hawkins  
Director, Office of Rulemaking

## FAA Action



FAA Action: NPRM [FAA-1998-4390](#)  
SNPRM [FAA-1998-4390](#)